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The Hudson Bay Road. 1498-1915. By A. H. DE TREMAUDAN.
(New York: E. P. Dutton and Company. 1916. Pp. xvi, 264.
\$2.50.)

The author of this work is to be congratulated on the painstaking thoroughness with which he has mastered and summarized the bulk of the abundant literature dealing with the exploration and development of the Canadian Northwest. The book, too, makes its appearance at an opportune moment, when the long desired and much discussed Hudson Bay Railway is at last on the way to completion.

The declared purpose of the writer is "chiefly to tell of the country along the Hudson Bay Railway now under construction, of Hudson Bay, the Mediterranean Sea of North America, and of the resources to be found in Manitoba's new territory, including the great inland sea on which it borders." But the scope of the book is somewhat more comprehensive than is suggested by its title, even with this explanation. There are in all 21 chapters, with amplifications in 9 appendices. The first 6 chapters are devoted to the achievements of the early discoverers and explorers of Hudson Strait and Bay, and of the Northwest Territories generally, from the days of Cabot and Henry Hudson to those of Sir John Franklin: and other three chapters treat of Lord Selkirk and his Red River Colony; of the extension of Manitoba's boundaries in 1912, which more than trebled the area of the former "postage stamp" province, carrying it north and north-east to the shores of Hudson Bay; and of the political organization of the added territory. All this, while certainly interesting from the historical standpoint, can yet hardly be described as essential to a study of the Hudson Bay route as a practical economic problem of today. The evidence on this subject is, however, well summarized in the remainder of the book (chs. 8 to 15 and 18 to 21) which deals *inter alia* with the practicability of the route through the bay and strait, the history of the Hudson Bay Railway project, and the economic advantages to be expected from the opening up of this northern commercial route in view of the physical characteristics and immense natural resources of the district which it will serve.

The testimony of many experienced navigators goes, on balance, to show that Hudson Bay and Strait can be safely navigated probably for four months—July, August, September, and Oc-

tober—and on the most conservative estimate for over three months, July 15 to October 20. It follows that with the construction of the railway this route is likely to become, in M. Tyrrell's phrase quoted by our author, "the great outlet for the produce of the Canadian Northwest." In an interesting table (p. 211) a comparison is made of the distance from Saskatoon to Liverpool by the Hudson Bay route with that by the Great Lakes. Even with Montreal as the ocean port for the latter, there is a saving of freight charges to the farmers of western Canada by the Hudson Bay route on over 1,000 miles, three fourths of the gain being in the more costly land carriage. M. Trémaudan, moreover, rightly emphasizes the fact that the construction of the Hudson Bay Railway may admit of considerable economy in freight charges even supposing the route by Hudson Bay and Strait to be unavailable. Communication by water, which is ever the cheaper, is always open between Port Nelson on Hudson Bay and Port Nottaway on James Bay (a distance of 635 miles), while a railway is already projected to connect Port Nottaway with Quebec and Montreal. This route would have the advantage over the Great Lakes route of being open all the year round; while, as compared with the present all-rail route to Montreal, it would mean a considerable saving in freight charges (p. 126).

Further, as M. Trémaudan shows, the economic justification of the Hudson Bay Railway lies not merely in the facilities it will afford for the export of the grain of the Western wheat fields, and for the import of supplies from the Eastern provinces and elsewhere, but in the fact that it is necessary to the development of the admittedly vast natural resources of the surrounding territory, whether in fur, fish, timber, water power, minerals, or agriculture—the last-mentioned including not only grain but cattle. On the outlook in these different directions M. Trémaudan's remarks, as well as being instructive and encouraging, are founded on a solid basis of fact.

It is a somewhat ungrateful duty to have to conclude this review by pointing out that the English style is not always faultless. Illustrations will be found on pages 9, 18, 22, 61, 84, and a very glaring case of confused structure on page 49. Neither the text nor the bibliography contains any reference to Willson's *The Great Company*, the standard work on the history

of the Canadian Northwest. These, however, are but minor defects in an otherwise creditable work.

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NEW BOOKS

BALLS, W. L. *Egypt of the Egyptians*. (New York: Scribners. 1915. Pp. xvi, 266, illus.)

BOSE, S. *Some aspects of British rule in India*. Bulletin of the State University of Iowa. Studies in the social sciences, vol. V, no. 1. (Iowa City. 1916.)

Contains a chapter on Indian commerce and industry and one on agriculture and famine in India.

BOUCHER, C. S. *The nullification controversy in South Carolina*. (Chicago: Univ. Chicago Press. 1916. Pp. xi, 39. \$1.50.)

CHAPIN, H. M. *Documentary history of Rhode Island; being the history of the town of Providence and Warwick to 1649, and of the colony to 1647*. (Providence: Preston & Rounds. 1916. \$3.)

CLARK, V. S. *History of manufactures in the United States, 1607-1860*. With an introductory note by HENRY W. FARNAM. (Washington: Carnegie Institution of Washington. 1916. Pp. xii, 675.)
To be reviewed.

DAHLINGER, C. W. *Pittsburgh: a sketch of its early social life*. (New York: Putnam. 1916. Pp. vii, 216. \$1.25.)

Located as it was on the main highway to the Mississippi Valley and at the head of navigation for travelers down the Ohio River, Pittsburgh early became an important trading center. With the beginning of the westward movement, after the conclusion of the French and Indian War in 1763, it sprang into prominence; and when this movement gathered full force after the War of 1812, Pittsburgh became one of the most important cities of the growing West. In this volume Mr. Dahlinger has described the development of schools, of newspapers and books, the nationality and character of the mixed population, the growth of political parties and the conduct of campaigns, and other aspects of the social life of the people. It is largely biographical and relates interesting gossip about leading citizens, some of whom came to be of national importance. The book is written in an entertaining style. It covers the half decade from 1760 to 1810.

E. L. B.

FORDHAM, M. *A short history of English rural life; from the Anglo-Saxon invasion to the present time*. (New York: Scribner. Pp. 16, 183. \$1.25.)

GOULD, J. W. DuB. *General report on Haiti to Messrs. Breed, Elliott and Harrison, Messrs. P. W. Chapman and Company*. (New York: Evening Post Pub. Prtg. Office. 1916.)